

LARGE ELECTRIC CONTRACT.
WESTINGHOUSE COMPANIES WILL EQUIP
THE BIG BOSTON TERMINAL.

MORE THAN \$500,000 FOR HEAT, LIGHT AND POWER.

Boston, June 29.—The Boston Terminal officials have awarded a contract for all the interior motive power for the new Union Station. The firm of Westinghouse, Church & Kerr as engineers and contractors were some time ago conferred with as to uniform plans and the harmonious operation of all the interior motive power for heat, light, electric power, signalling, elevator work, refrigeration, ventilating, etc. For some weeks they have been at work upon plans for the interior arrangement of this station, which will comprise the largest railway terminal in the world. It is the intention of the managers of the new Union Station not only to handle the largest number of trains entering any station in the world, but to handle them in most complete and efficient manner.

The plans made by Messrs. Westinghouse, Church, Kerr & Co. as engineers have been approved by the directors, and yesterday as contractors they received the award for construction of everything in the way of heat, light and power, from signal stations to refrigeration.

This company works in conjunction with all the companies of which Mr. George Westinghouse, Jr., is president; the Westinghouse Electric Company, the Westinghouse Machine Company and the Union Switch and Signal Company. Mr. Westinghouse is also connected with Westinghouse, Church & Co., as well as the Westinghouse Airbrake Company.

Messrs. Westinghouse, Church, Kerr & Co. are among the largest contractors for engineering works in the United States, and they contract for everything between an ice machine and a railroad locomotive. They have done one of the largest engineering jobs in the country.

President Charles P. Clark of the New York, New-Haven and Hartford Railroad says: "I have awarded the contract to the Westinghouse Company. The work is only concern that could cover the whole field in subdivision for the engineering or construction they will attend to, and they should be able to connect and complete all the heat, light and power most economically. We expect to be operating in the new Union Station in 1898."

When it is remembered that the new North Union Station in Boston was projected to cost less than \$1,000,000 above land and cost completed with everything less than \$1,000,000 above the land, some idea of the broad-gauge nature of which the new Union Station project is being planned may be had from the fact that this single contract for such interior appearances as connect with heat, light and power calls for an expenditure of \$500,000.

MR. BARKER AND THE MAYOR IN A TILT.

THE LATTER DISPLEASED BECAUSE A RESOLUTION ON SCHOOL FUNDS DID NOT PASS.

The meeting of the Board of Estimate yesterday was chiefly remarkable for the tilt which occurred between Mayor Strong and President Barker of the Tax Department over the resolution to take \$2,500 from the amount appropriated for repairing Grammar School No. 62, at Third Ave., and One-hundred-and-fifty-seventh St., to use for a temporary high school. Among the School Commissioners present were Mr. Little and Mr. Taft, who took opposite sides on this question. A difference of opinion was developed between these two leaders in the Board of Education as to using the money of the lower grades to fit up buildings for high schools. Mr. Little opposed the scheme, while Mr. Taft upheld it.

There was considerable argument between Commissioners Taft and Little, which the Controller finally cut short by asking the Mayor to offer the resolution if he approved of it. The Mayor did so, an voted for it. Assistant Corporation Counsel Turner voted with him, and the Controller and President Barker of the Tax Department against the resolution. This resulted in a tie vote, as President Jeroloman was not present, and the loss of the resolution.

When the Mayor saw that the resolution was lost he turned to President Barker and said: "I do not believe in letting one man run or control the whole Board. There were 14 votes to 1 in the Board of Education, and the majority should have been permitted to do what they thought best."

"I do not believe in the use of grammar school funds for high schools," said President Barker, "and I think that I know what I am talking about. I take the position I have upheld for many long years, that the parents of children who can afford to send them to the city high schools can afford to send them to college or other high-grade institutions. It is wrong to ask the city to pay for the education of such pupils. These School Commissioners never seem to know whether they have money enough for one purpose anyway. Their affairs are always more or less tangled up."

"With, I think they know their business pretty well," retorted the Mayor, and the incident was closed by the loss of the resolution.

The Board decided to send invitations to the estimated number of Super-visors. Controller Fitch got an appreciation of \$500 for the employ of experts to look into the financial condition of theboroughs in the Greater New-York area.

The Mayor strongly favored the disposition of the One-hundred-and-sixty-first-st. Controversy by giving Colonial Warrent permission to lease a stable there for one year, as an experiment. The other members of the Board agreed to the resolution, and the matter was laid over until figures are obtained.

Justice Lawrence took the papers and reserved decision.

DEPARTURES FOR EUROPE TO-DAY.

Among the passengers who will sail on the American Line steamship Paris-to-day for Southampton are William Winter, R. Fulton Cutting, Robert Bayard Cutting, General W. H. Jackson, John D. Rockefeller, Jr., Charles W. Smith, W. Jefferson Walker, W. C. Atfield, Edward Arnold, James A. Bailey, James A. Coffin, L. B. Dana, B. F. Griscom, C. W. Harman, Merritt Scott Hale, George Charles, W. Mayer, Harry Markee, Jr., A. Gordon Norrie and S. W. Richardson.

The White Star Line steamship which sails for Liverpool will carry among her passengers James A. Burden, General James A. Williamson, Payne Whitney, R. W. Dana, William P. Burden, Arthur Scott, Burden, Major Arthur Lambert, Reginald Arnold, W. Barrie, John D. Beilby, Joseph C. Belcher, Henry M. Bigelow, W. Grant Blackford, J. W. Byrne, Frank H. Cozzens, Major H. J. Foster, M. R. Gallaway, H. C. Hisseling, Major E. A. Hancock, H. O. Huysemer, R. H. Haward, Judge J. D. Ingalls, G. L. Oliver, Frances Peabody and F. R. A. Pingree.

NEW-ENGLAND SOCIETY ENDOWS A BED.

John K. Cliley, in behalf of the officers of the New-England Society, has sent to James A. Roosevelt, president of the trustees of Roosevelt Hospital, a check for \$5,000 to endow in perpetuity a bed in the hospital. The Charity Committee of the society will have the right to admit the patients to occupy the bed. James R. Lathrop, superintendent of the hospital, has accepted the gift.

LOCAL BUSINESS COMPLICATIONS.

Deputy-Sheriff Williams received two executions yesterday against George Davis, confederate, at No. 161 Avenue B, in favor of Morris Hatchell for \$1,000 and Jacob Fine for \$300. The judgments were taken by consent on notes. Max Altman, his attorney, said that the liabilities were \$2,000 and assets \$1,500.

Schedules of Emil F. Corsari, dealer in ropes and cordage at No. 46 Beckman-st., show liabilities of \$10,000, nominal assets of \$2,750, and actual assets of \$2,500.

Schedule of Cohen & Gatty, merchant tailors at Nos. 238 and 239 Bowery, with a store at Coney Island, and show liabilities of \$7,000 and actual assets of \$1,500.

Deficiency judgment for \$10,271 was docketed yesterday against John & David Dunn, builders in the neighborhood of Manhattan Island, New York, yesterday said: "Passengers who disembark from the One-hundred-and-thirty-eighth-st. station of the New-York Central and Hudson River Railway, from New York to Albany, on an excursion for \$33 in favor of Charlotte Maliburn and an attachment for \$172 in favor of Charles Greenberg, a passenger, will be entitled to travel by our track lines on the east or west side of the city without being called upon, as before, to pay an extra to reach that thoroughfare by horsecars."

A NEW POWER TRANSMISSION LINE.

Los Angeles, Cal., June 29 (Special).—A contract for the transmission of electricity by the power derived from the river running through the Santa Ana Canyon to Los Angeles and Pasadena, Cal., has just been concluded between the Southern California Power Company and the General Electric Company, of Schenectady, N. Y. The amount of power to be transmitted at first is four thousand horse-power. The station will be located in the Santa Ana Canyon, twelve miles from Redlands, and about eighty miles from the towns in which the electric power will be utilized. The water will be taken from the river through canal, flume and tunnel along the side of the canyon to a point where it will be led through a pipe 2,200 feet long, giving what is equivalent to a vertical fall of 1,000 feet. At the bottom the water will shoot from nozzles against the bucket-wheels, which will be on the same shafts as the electric dynamos.

This transmission line will be the longest of its kind ever operated on a commercial basis. At present the longest is that by which the power of the waters of the Ogallala Canyon in Texas is transmitted to the San Antonio River, a distance of thirty miles. The Los Angeles line will be more than twice as long, and three times as long as that which carries the power of Niagara to Buffalo (twenty-six miles).

THE CAMEL HAD CONSUMPTION.

The big Central Park camel, known well to all the frequenters of the ménagerie in the park, was found dead yesterday morning by the night watchman, who was making his rounds with a lantern. The camel, which was said to be the largest in captivity and one of the biggest in the world, had been sick for several weeks with some ailment which puzzled the physicians who tried to diagnose the case. When it was certain that he was dead yesterday, Superintendent Smith of the Park ménagerie and a gang of men got the camel and carried it across town to the Zoological Museum and History Professor Bowley, the taxidermist, who made an autopsy. He afterward telephoned to Superintendent Smith that the camel had died of consumption of the lungs and that he had died what might be called consumption.

REFERRERS APPOINTED.

Supreme Court.

By Lawrence J.

Matter of Anglo-American Cycle Co.—Burton N. Harrison.

Newberger agt. Stein—Gibson M. Spier.

King agt. John—Edward D. O'Brien.

Rush agt. Barrett—James C. Devereaux.

Matter of Smith—Jesse S. Nelson.

Fox agt. Short—Edward D. O'Brien.

Krauskopf agt. Peter B. Olney.

By Smith, J.

Schmitz agt. Schmitz—Charles Donahue.

RELEIVER APPOINTED.

Supreme Court.

By Lawrence J.

Edmund Hendricks agt. Frederick Bonkamp—John Rose, Jr.

HIS UNUSUAL PHILANTHROPY.

From Leslie's Weekly.

Benjamin C. Clark, of Boston, is a generous man, whose motto it is to help friendless prisoners in their defense. His latest exploit was in paying the costs of the Bram trial. No expense was spared in trying to prove Bram's innocence. Mr. Clark is a man of great or innocence but not the case of a poor friendless man is brought to his attention, and he fears the prisoner may not be likely to get the full benefit of the law, to obtain legal aid to employ counsel, in appeals to the court, and he has very often interceded himself in aiding

WALL STREET AND EXCHANGES.

The contract by which the Western Union Telegraph Company obtains the quotations of the New-York Stock Exchange expires at 3 o'clock this afternoon. The Western Union disseminates the quotations to the public through a subsidiary company, the Gold and Stock Telegraph Company. It does not supply members of the Stock Exchange except outside of the Wall Street district. The members receive their quotations from another "Broker's" agency, the New-York Quotation Company, a majority of the capital stock of which is owned by the Exchange. This company does not supply others than Exchange members. The unit of supply is that the Exchange will continue to supply the Western Union with quotations for the present without a contract. When a new contract with the Western Union is made it will be in such terms as to keep the quotations away from the bid—asked. The New-York Quotation Company will keep on delivering quotations to Exchange members as heretofore.

Heavy payments at the Custom House were again heavy yesterday. They aggregated \$1,547,722.23, of which \$45,215.4 was on direct imports and \$49,490.9 was on goods withdrawn from bond. The payments on drygoods were \$500,000 and on sugar \$200,000. Deposits in the Sub-Treasury for duty payments were \$2,000,000.

The bids for constructing the electrical conduit connecting the Custom House with the Sub-Treasury and Army Office were opened yesterday. The lowest bid was the National Conduit and Cable Company. Its bid was about \$500. The work will be completed in forty-five days.

The Third National Bank, which is in liquidation, will make its last exchange at the Clearing House to-day. Yesterday its debit balance at the Clearing House was \$40,000. Its deposits had been reduced to \$26,000. It has requested its remaining depositors to withdraw their money.

Hans Hoffmeyer, formerly of the stock brokers' firm of Woerishoffer & Co., sailed yesterday on the Lahn for Europe, where he will take up his residence at Mannheim.

The anthracite coal companies yesterday issued circulars announcing the advance of 25 cents a ton on July 1.

A POPULAR HUDSON RIVER ROUTE.

The Citizens' Line of model steamers, the Saratoga and the City of Troy, plying between New-York and Troy, are leaving the West Tenth-st. Pier, New-York, daily at 6 p.m., except Saturdays. These popular steamers make prompt connections at Troy with the Delaware and Hudson and the Adirondack, Montreal and all the Hudson and East river points. The Hudson New-York Sunday evening touches Albany Monday morning. These steamers are first class in every particular, and have unsurpassed passenger accommodations. The dining-rooms are entirely remodeled and are now separate and distinct from the sleeping-quarters. The staterooms are also prominent features of each boat's equipment. New-York to Saratoga and return \$4.50. New-York to Lake George and return \$7.25. New-York to Hudson and return \$6.25. New-York to Albany and return \$5.25. These steamers are fast.

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Queen's Hotel, QUEEN'S HOTEL, DERBY.

Midland Hotel, DERBY.